



BOARD OF SUPERVISORS
COUNTY OF SACRAMENTO

700 H STREET, SUITE 2450 • SACRAMENTO, CA 95814

Sac
f
116

ROGER DICKINSON
SUPERVISOR, FIRST DISTRICT


Telephone (916) 874-5485

FAX (916) 874-7593

E-Mail: rogerd@sacounty.net

January 15, 2002

Rod Diridon, Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

By facsimile 

Dear Chairman Diridon:

Tomorrow the Authority Board will consider possible station locations for high-speed rail in Sacramento. Among the sites under consideration is the current downtown Union Pacific depot, located in the historic heart of Sacramento. As a member of the Sacramento Regional Transit Board, the Capitol Corridor Board, and as the member of the Board of Supervisors representing the Central City, I urge you and your fellow authority members to support the choice of the UP Depot as the high-speed rail connection and multi-modal transportation hub in downtown Sacramento.

The UP Depot is currently the focus of plans to implement multi-modal transportation, linking rail, bus and light rail with downtown Sacramento and the State Capitol. Indeed, in the years ahead, the UP Depot will become a focal point for transportation in the Sacramento region as our light rail system extends to Sacramento International Airport and other points to the north, south, east, and west. In addition, I am hopeful that we will soon augment the highly successful Capitol Corridor service, which uses the station, with regional rail service improving regional connections from Auburn to Davis. The selection of this depot for a high-speed rail stop is as convenient as it is symbolic—linking the heart of the region and the seat of California's government with the rest of the state.

Rod Diridon, Chair
January 15, 2002
Page two

As clear as the choice of the UP Depot is from a transportation standpoint, the addition of high speed rail to the location will further enhance the development value of the station and surrounding property, thereby helping spur economic growth in downtown Sacramento—consistent with intelligent growth and development policies.

The railroad put California on the map when it linked the state to the rest of the country in the 19th Century; railroads played an integral part in the development of our vibrant economy. It is only appropriate that Sacramento once again lead the way with a multi-modal station that links the region and the Capitol with the rest of the state.

Sincerely,



ROGER DICKINSON
Supervisor, District One

RD:kz

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CERTIFIED AS TRUE COPY

OF Resolution 2002-017

AMENDED

January 15, 2002

DATE CERTIFIED

Geresa Jahner

CITY CLERK, CITY OF SACRAMENTO

RESOLUTION NO. 2002-017

ON THE DATE OF JAN 15 2002

RESOLUTION OF SUPPORT
FOR THE HIGH SPEED RAIL ENVIRONMENTAL ALTERNATIVES

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

The City Council supports the recommendations contained in the California High Speed Rail Authority's *First Draft Screening Report, Part 2, dated November 20, 2001*.

With respect to the Sacramento terminus station, the City Council supports the Downtown Sacramento Intermodal Station (aka the Sacramento Valley Station) as the preferred terminus location.

HEATHER FARGO

MAYOR

ATTEST:

VALERIE BURROWES

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 2002-017
DATE ADOPTED: JAN 15 2002



**BOARD OF SUPERVISORS
COUNTY OF SACRAMENTO**

700 H STREET, SUITE 2450 • SACRAMENTO, CA 95814

**ROGER DICKINSON
SUPERVISOR, FIRST DISTRICT**

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January 15, 2002

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California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

By facsimile

Dear Chairman Diridon:

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Sincerely,

A handwritten signature in black ink, appearing to read "Roger Dickinson", written in a cursive style.

ROGER DICKINSON
Supervisor, District One

RD:kz

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**BOARD OF SUPERVISORS
COUNTY OF SACRAMENTO**

700 H STREET, SUITE 2450 SACRAMENTO, CA 95814-1298

Faxed 2:40 1/15/02

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1/15/02
9 AM

**ROGER DICKINSON
SUPERVISOR, FIRST DISTRICT**

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E-Mail: rogerd@sacounty.net

FAX Transmittal

Date: January 15, 2002

Number of Pages (including this page) 3

To:

From:

Rod Diridon, Chair
High-Speed Rail Authority

Supervisor Roger Dickinson

Phone 321-1541

Phone 916-874-8157

FAX 322-0827

FAX 916-874-7593

**Subject: Hearing Tomorrow on High Speed Rail Stations—First Screening Report
Agenda Item # 8**

Please see the attached letter. I plan to offer testimony to your Board in support of the selection of the Downtown Sacramento Station.

Thank you for your assistance in this matter. Please call me if you have any additional questions or comments.

If this document was mis-sent to you, please call (916) 874-5485 to let us know.



High Speed Rail Authority Board Meeting 3/20/02

Presentation by Elizabeth Graves Mahan

Mr. Chair and members, my name is Elizabeth Graves Mahan, and I am the Vice President of the Central Valley Rails to Trails Foundation. We are a 501(c)(3) non-profit all-volunteer coalition of recreation, open space and alternative transportation advocates with membership from Sacramento and San Joaquin counties. Our members include business leaders and volunteer firefighters, elected officials and 4H clubs, lawyers and bike riders, seniors and cub scouts - folks who simply want to be able to safely access and enjoy our rural surroundings. For the past two years, we have pooled our resources and joined together to preserve the Central California Traction Company rail corridor for use as a trail for hikers, horse back riders and bicyclists.

As you may know, the Sacramento Area Council of Governments is handling the negotiations with the owners of the CCT corridor on behalf of Sacramento County and other potential buyers. We are working with SACOG to help receive the funding needed to preserve the corridor for future transportation purposes and we are confident the new owners will see the benefit to the Central Valley to utilize the 100 foot wide property as a trail.

I am here today to comment on the First Screening Report published on your web site. And, I would first like to compliment you on the content of your web site. It has been very useful to those of us who support your efforts and who care about the details of your plan.

As our Board members stated in our February 20th letter to you, we appreciate the enormous task before you and recognize you have many hurdles to leap to make high-speed rail in California a reality. We support your goals and, as a Rails to Trails organization, recognize the potential to position bike and pedestrian pathways along your corridors. I know that our national Rails to Trails Conservancy hopes to work with you toward that end. We felt impelled however, to comment on the most recent staff recommendations to narrow down the alternative alignments for the Sacramento to Stockton corridor to include the Central California Traction Co. rail corridor. Simply put, we had something else in mind.

We recognize you have conducted extensive outreach through the state to determine the public's interest in high-speed rail. According to the data on your web site, the results have been encouraging. However, the devil is in the details, and the topics discussed at meetings and covered in newspaper stories rarely, if ever, focused on the actual routes, much less the narrowing down to just two possible options in the Sacramento area.

Our members have been talking to our public and private partners, who have agreed to work with us on the conceptual plan for the trail, and they were unaware of the narrowed down status of the CCT and all felt use of this corridor for high-speed travel would be inappropriate. It is well known, however, by members of communities in Sacramento and San Joaquin Counties that the possibility exists for the property to become part of a much-needed network of public trails for non-motorized transportation, not an electrified high-speed train.

Many of our members support the trail as a means to preserve wild life corridors and natural resources. The CCT corridor spans at least 12 separate creeks, sloughs and

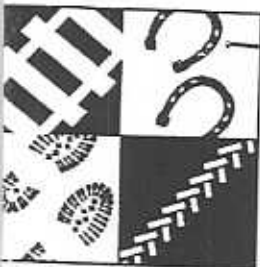
rivers. (Cosumnes, Deer Creek, Elder Creek, Laguna Creek, Badger Creek, Willow Creek, Skunk Creek, Dry Creek, Jahant Slough, Gill Creek, Bear Creek, Mosher Slough) It adjoins agricultural land, mostly vineyards and grazing land for cattle, and in places where the corridor is navigable, it is presently used by equestrians and pedestrians. It runs through the center of towns and along side numerous new housing developments and public schools.

Again, as a Rails to Trails organization, we know that trails and high-speed transportation can co-exist. However, the space allowed on this corridor, just 100 feet wide, does not provide enough room to safely operate the train at the speeds you propose, along side kids riding their bikes to school – much less people on horseback.

As potential high-speed rail users, we are also concerned that the CCT does not provide the most logical and accessible route. It is our understanding that other alternatives would provide a linkage to downtown, which the CCT would not. Since serving downtowns of the major Central Valley cities is one of your stated goals, the CCT corridor would have less integration into the network of transportation services in the vicinity of the Capitol, the downtown mall, major employers and the Sacramento Convention Center.

To conclude, the Central Valley Rails to Trails Foundation requests that you consider our coalition and community's intended use for the CCT corridor when you make your final alignment decisions. We will be pleased to work with you in the future and please know we appreciate your efforts and support the creation of a high-speed rail system.

Central Valley Rails to Trails Foundation

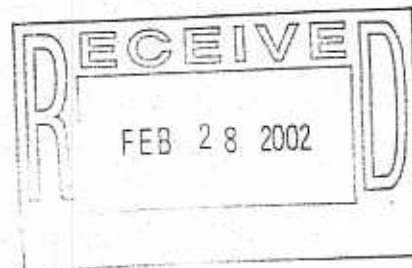


Elizabeth Graves Mahan
Vice President

Post Office Box 12
Wilton, CA 95693

916.687.8239
mahangrp@citlink.net

Authority
Board of Directors
e 1425
95814



Dear Members of the Board,

Our organization, the Central Valley Rails to Trails Foundation, has been following your deliberations on selection of a train corridor from Sacramento to Stockton with special interest.

We have been working with SACOG and other interested parties to preserve the Central California Traction (CCT) corridor. While the future usage of the corridor has not yet been determined, our Mission Statement defines our goal:

"To provide access to an important part of our community's history and rural environment by preserving the Central California Traction Company rail corridor for use as a public trail. The trail will be open to cyclists, equestrians, pedestrians, and other non-motorized modes of transportation. CVRTF will work with the buyers of the rail corridor to assist in the design of the trail as well as conducting outreach to the local community to encourage support and usage."

We anticipate that the CCT corridor will be considered for use as a future roadway or light rail line. Until that time, it is our desire to provide needed recreational and alternative transportation opportunities, and to maintain the existing wildlife corridor and open space for our community and our neighbors. The trail we propose would be an important link between an urban and rural trails system partially in place in the Elk Grove community and in other areas along the corridor.

Our organization requests the opportunity to explain our plan to you at your March 20, 2002 meeting in San Francisco. We would also like to express our concern that the possible use of the CCT corridor for high-speed rail and the mission of our organization are in conflict.

With the full realization of the enormity of your task, please understand that it's situations like this that can have an easy resolution and create the community goodwill that will welcome high-speed rail service to the Central Valley of California.

Please let us know if you require further information in advance of the March meeting.

Respectfully submitted,

Post Office Box 12
Wilton, CA 95693

(916) 687-6117
cvrtf@hotmail.com

Federal Tax ID
#94-3375724

Mary Upham, Board Member

Hon. Richard Soares, Board Member

Elizabeth Mahan, Board Member

Evan Winn, Board Member



High Speed Rail Authority Board Meeting 3/20/02

Presentation by Elizabeth Graves Mahan

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To conclude, the Central Valley Rails to Trails Foundation requests that you consider our coalition and community's intended use for the CCT corridor when you make your final alignment decisions. We will be pleased to work with you in the future and please know we appreciate your efforts and support the creation of a high-speed rail system.



MAYOR ALAN AUTRY

November 13, 2001

Mr. Mehdi Morshed
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

SUBJECT: NOVEMBER 14TH MEETING OF THE HIGH-SPEED RAIL AUTHORITY
SACRAMENTO TO BAKERSFIELD CORRIDOR DISCUSSIONS

Dear Mr. Morshed and Members of the Committee:

On behalf of the City of Fresno, I am writing to offer my support of the proposal to bring High-Speed Rail service to the State and specifically to the Central Valley. The City of Fresno and its metropolitan population of nearly 650,000 persons (projected to grow to over 1 million by the year 2025) is excited about connecting our business and agricultural communities to the Bay Area, Sacramento and Greater Los Angeles Regions.

Fresno serves as the regional hub for all surrounding communities, providing air travel, freight support and Amtrak and Greyhound services outside the valley. With the inclusion of the Fresno as the Central Valley/Fresno County stop on this new corridor, we can assure the residents of this great valley that their future travel needs will be met both in the air and on land.

Please accept this letter in support of a downtown Fresno stop on the High-Speed Rail corridor between Bakersfield and Sacramento. This location will be the main element of a multi-modal center which will serve bus, taxi, light rail and future developments. Our staff is available to discuss this issue at your request. We encourage you to provide for this downtown station and look forward to attending the vote on January 16, 2002 in deciding the fate of such an important corridor to our city and the surrounding region.

Sincerely,

A large, stylized handwritten signature of Alan Autry in black ink.

ALAN AUTRY
Mayor



HENRY PEREA
Council President

February 8, 2002

Members of the Board of Directors
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: City of Fresno Resolution #2002-42

Dear Board Members:

Attached please find a copy of Resolution #2002-42 in support of the selection of the City of Fresno as the location for the Central Valley High Speed Rail Maintenance Yard.

Fresno, with a population of nearly 500,000, is located in the heart of the San Joaquin Valley and offers the most appropriate location for the proposed maintenance yard. As a united community, Fresno will provide the political power, a ready labor pool, a variety of available locations, and a citizenry in support of your requirements. In addition, Fresno's recent Urban Empowerment Zone designation provides a variety of tax benefits and incentives to businesses located in, and employing residents of, designated areas of the City.

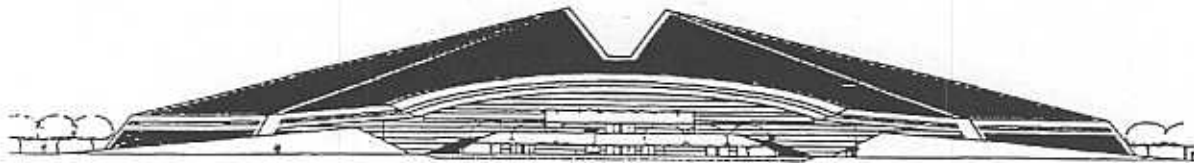
Thank you in advance for your time and attention to this matter. If you would like to discuss this matter further please contact me at (559) 498-4805. I can assure you that your selection of Fresno as the site for the proposed maintenance yard will prove valuable to Fresno and the future of High Speed Rail.

Sincerely,

HENRY PEREA
Council President

cc: Governor Gray Davis
Jim Costa, Senator
Chuck Poochigian, Senator
Mike Briggs, Assemblymember
Dean Florez, Assemblymember
Maria Contreras-Sweet, BTH Secretary
Mehdi Morshed, HSR Executive Director
Carrie Pourvahidi, HSR Deputy Director

CITY OF FRESNO



**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF FRESNO, CALIFORNIA IN SUPPORT
OF SELECTING FRESNO AS THE LOCATION FOR THE
CENTRAL VALLEY HIGH SPEED RAIL MAINTENANCE YARD**

- WHEREAS,** the City of Fresno, located in the heart of California, offers the most appropriate location for the Central Valley High Speed Rail Maintenance Yard; and
- WHEREAS,** as a united community, consisting of nearly 500,000 people, Fresno will provide the political will, a large and needy labor pool, a variety of available locations and a citizenry in full support of the requirements for a high speed rail maintenance yard; and
- WHEREAS,** Fresno officials and community leaders are dedicated to serving the transportation needs of the State of California and are willing to assist the California High Speed Rail Authority in any way necessary; and
- WHEREAS,** Fresno is expected to be a major contributor of passengers and the light freight that will be utilizing the high speed rail system; and
- WHEREAS,** projects, such as the Roeding Industrial Business Park in West Fresno, as well as easy access to Freeway 180, would be highly conducive to a High Speed Rail Maintenance Yard located in Fresno; and
- WHEREAS,** Fresno's recent designation as an Urban Empowerment Zone provides a wealth of tax benefits and incentives to businesses located in, and employing residents of, designated areas of the City.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Fresno, on this 29th day of January, 2002, hereby support the selection of Fresno as the location for the Central Valley High Speed Rail Maintenance Yard.

Adopted _____
Approved _____
Effective 1/29/02

2002-42

CLERK'S CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, **REBECCA E. KLISCH**, City Clerk of the City of Fresno, County of Fresno, State of California, do hereby certify the foregoing was adopted by the Council of the City of Fresno, California, at a regular meeting thereof, held on the 29th day of January, 2002.

AYES : Boyajian, Calhoun, Castillo, Duncan, Quintero, Ronquillo, Perea

NOES : None

ABSENT : None

ABSTAIN : None

Mayor Approval: N/A

Mayor Approval/No Return: N/A

Mayor Veto: N/A

Council Override Vote: N/A

REBECCA E. KLISCH
City Clerk

Rebecca E. Klisch

**FRESNO AREA RESIDENTS FOR RAIL CONSOLIDATION
"FARRC"**

Chairman: John F. Ferdinandi Jr., *

(*Member Fresno County Council of Governments (COG) Rail Committee)

1837 W. Santa Ana Avenue Fresno, CA 93705-0217

Phone: (559) 243-0710 FAX: (559) 243-0710

E-Mail: John@movethetracks.org Web Site: www.movethetracks.org

BOARD OF DIRECTORS

John F. Ferdinandi Jr. Chairman; Ray Bailey, Tom Bailey, Susan Boydston, Ben Camarena, Sally Ferdinandi, Georgiana Frame, Katia Kazozian, Geri Kludas, Roy Kludas, Annie Lokrantz, Dennis Manning, Ron McNary, Sylvia Mehas, Mike Pascuzzi, Juan Salinas, Mary Savaia, /// Members Emeritus: Carol Dillon, George Giannopoulos, Ruth Kent, Betty Ramacher

February 5, 2002

The Honorable Gray Davis
Governor
State of California
State Capitol
Sacramento, CA 95814

Re: Central Valley Representation on the High Speed Rail Authority Board of Directors

Dear Governor Davis:

Our organization is adding its voice to the appeal of Fresno City, Fresno County and other community groups of the Central Valley to correct a serious imbalance in the geographical make-up of the High Speed Rail Authority Board of Directors.

The Central Valley is a vital, major, indispensable component of the state transportation network and the proposed High Speed Rail system. The flow of passengers and goods through the valley, especially Fresno City and County, is of serious consequence to the state and the nation's economic stability. It is very disturbing that the Central Valley is not represented on the Board, particularly since over 200 miles, nearly 30% or almost a third, of the proposed 700 mile system is located in the this valley.

We urge you to consider appointing Dr. John Welty, President of California State University, Fresno, to the California High Speed Rail Authority Board of Directors. To quote Fresno Mayor Autry's comments, "Dr. Welty brings a personal desire to serve, as well as a non-partisan approach and years of experience in administration and transportation issues." Dr. Welty brings vital knowledge of valley needs and values.

We also encourage you to consider appointing another Central Valley leader, Mr. James Hollowell, to the second vacancy we understand exists on the Authority Board. Mr. Hollowell would bring the same qualities expressed for Dr. Welty and is recognized valley wide from over 30 years of successful business operations and service to numerous organizations benefiting this valley and its people.

Sincerely,



John F. Ferdinandi Jr.
Chairman

Cc: Michael Yamaki, Governor's Appointment Secretary
BTH Secretary Maria Contreras-Sweet
HSR Board Chairman Rod Diridon ✓
California Senator Jim Costa
Appointments Office, CA State Senate
City of Fresno
County of Fresno

**FRESNO AREA RESIDENTS FOR RAIL CONSOLIDATION
"FARRC"**

Chairman: John F. Ferdinandi Jr., *

(*Member Fresno County Council of Governments (COG) Rail Committee)

1837 W. Santa Ana Avenue Fresno, CA 93705-0217

Phone: (559) 243-0710 FAX: (559) 243-0710

E-Mail: John@movethetracks.org Web Site: www.movethetracks.org

BOARD OF DIRECTORS

John F. Ferdinandi Jr., Chairman; Ray Bailey, Tom Bailey, Susan Boydston, Ben Camarena, Sally Ferdinandi, Georgiana Frume, Katia Kazozian, Geri Kludas, Roy Kludas, Annie Lokrantz, Dennis Manning, Ron McNary, Sylvia Mchas, Mike Pascuzzi, Juan Salinas, Mary Savala, /// Members Emeritus: Carol Dillon, George Giannopoulos, Ruth Kent, Betty Ramacher

February 5, 2002

Rod Diridon, Chairman
Board of Directors
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Central Valley High Speed Rail Maintenance Yard

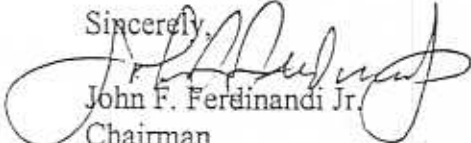
Dear Chairman Diridon:

Our organization joins the City and County of Fresno along with other Fresno community groups to encourage a decision by the Authority to select the Fresno area as the site of the proposed Central Valley high speed rail maintenance yard.

The numerous advantages that the Fresno area offers, location, labor pool, size, supportive political and community leaders plus a pervasive rail promoting attitude, can only assure the most realistic opportunity for a successful, continuous operation.

Please call on us for anything we can do to assist the Authority continue in their successful efforts to achieve a functioning High Speed Rail system to serve the transportation needs of our Central Valley and our State.

Sincerely,


John F. Ferdinandi Jr.

Chairman

Cc: Governor Gray Davis
BTH Secretary Maria Contreras-Sweet
State Senator Jim Costa
Mehdi Morshed, Exec. Dir. HSR
Carrie Pourvahidi, Deputy Dir. HSR
City of Fresno
County of Fresno



ORIG TO Rod

February 5, 2002

Rod Diridon, Chairman
Board of Directors
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Central Valley High Speed Rail Maintenance Yard

Dear Chairman Diridon:

Fresno offers an outstanding location for the California High Speed Rail Authority's proposed Central Valley maintenance yard. Fresno's central location and ranking as the 6th largest city in California presents opportunities not found anywhere else in the state.

Fresno offers a ready labor pool and a number of available locations for a maintenance yard. In addition, both our political leaders and citizens are united in support of your requirements. You will find Fresno officials and administrators cooperative and ready to assist your representatives. A decision to select Fresno as the site for the proposed Central Valley maintenance yard will prove valuable to Fresno and the High Speed Rail Authority.

The Greater Fresno Area Chamber of Commerce encourages your consideration of Fresno for the Central Valley maintenance yard. Our best wishes to you and the Authority for continued success in your efforts to serve the transportation needs of the State.

Sincerely,


Stebbins F. Dean
Chief Executive Officer

cc: Governor Gray Davis
BTH Secretary Maria Contreras-Sweet
Mehdi Morshed, Exec. Dir. HSR
Carrie Pourvahidi, Deputy Dir. HSR
State Senator Poochigian
State Senator Jim Costa
State Assemblyman Mike Briggs



County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR BOB WATERSTON - DISTRICT FIVE

January 10, 2002

VIA FAX (916) 322-0827

Ron Diridon, Chair
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: HIGH SPEED RAIL ALIGNMENT/STATION DRAFT FIRST SCREENING REPORT

Dear Mr. Diridon:

As a strong supporter of High-Speed Rail service for the San Joaquin Valley cities, Fresno County has followed the initial environmental studies for alignment and station location with great interest. In commenting on the Notice of Preparation, Fresno County reiterated our recommendation that a Panoche Pass alignment, between Highway 99 corridor and the San Jose/South Bay Area, should be one of the alternative corridors considered for high-speed rail. At this first critical stage in the environmental process when corridors for final study are determined, this alignment has been disregarded without serious consideration, nor has the consultant provided a reason for not considering this alternative.

The San Joaquin Valley is one of the worst air basins the nation, and regardless of local efforts, is clearly not going to be able to meet a 2005 attainment date for ozone reductions. The EPA has recently imposed stationary source sanctions, and we are under threat of loss of federal highway funds unless severe rules are imposed on our already-struggling local businesses and industry. Other areas of the State are also facing sanctions or extreme local restrictions on business and industry for inability to meet EPA clean air act requirements on their own.

Eighty percent of freight entering and leaving the San Joaquin Valley does so on our highway system. A large proportion of mobile source emissions leading to ozone formation is from heavy-duty trucks. Many of these trucks are pass-through on Inter-regional Highway 99 and Interstate 5, over which we can have no control, and which in fact can include out-of-state vehicles whose range allows them to traverse the State without even purchasing reformulated fuels.

Statewide, the highway systems are approaching or over capacity, and continuing population growth will only exacerbate this situation. Highway 99 in the San Joaquin Valley carries 25% heavy truck traffic, and in some locations truck traffic is as high as 40%. Projected increases make it clear that highways across the State, will not have the capacity to continue to provide for mobility necessary for the economic health of the State.

MR. DIRIDON
January 10, 2002
Page 2

The draft 2025 State Transportation Plan recognizes that reducing the dependence of the State on highways for freight mobility must be part of the State's larger vision for the future of transportation in California. Rail is one of the best alternatives to accomplish the goals of congestion relief and emission reductions from heavy-duty vehicles Statewide. In addition to potentially supporting freight rail capability the Panoche Pass alignment is also potentially the least costly, fastest connection from Southern California to the Bay Area.

The work of the High-Speed Rail Authority must therefore be done within the larger context of overall long-term State transportation needs. That is why we believe that it is so critical that the Authority, in identifying a new Statewide rail corridor, must consider the Panoche Pass, which has grades that are compatible with freight movement. The selection of a new Statewide transportation corridor must address these issues at the time of initiation of the Study, or we fear that this opportunity will be irretrievably lost to the State.

We also continue to support a downtown Fresno station alternative (along the Union Pacific corridor), and an aqueduct alignment over the Tehachapis. We are pleased to see that these alternatives are expected to be among those recommended for more detailed study.

Fresno County remains a steadfast supporter of High Speed Rail, to improve transportation opportunities for all residents of the State. Attached is a summary of our adopted positions concerning High Speed Rail. If you have any questions, or need additional information, please call Lynn Gorman of our Planning & Resource Management Department at (559) 262-4091.

Sincerely,



Bob Waterston, Chairman
Fresno County Board of Supervisors

Attachment

cc: Board of Supervisors
Mehdi Morshed, Executive Director, California High Speed Rail Authority
Carrie Pourvahidi, California High Speed Rail Authority
Department of Transportation, Division of Transportation Planning
Pamela Carozza, Deputy County Administrative Officer
Carolina Jimenez-Hogg, Planning & Resource Management Director



County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR BOB WATERSTON - DISTRICT FIVE

February 4, 2002

Ron Diridon, Chairman
Board of Directors
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: California High-Speed Rail's Central Valley Maintenance Yard Locations

Dear Chairman Diridon:

I am writing to request your consideration of Fresno County as the ideal location for the siting of the future California High-Speed Rail's Central Valley maintenance yard. Fresno County's central location in both the San Joaquin Valley and the State offers unique advantages and opportunities that will enhance the success of high-speed rail operations. Throughout our County, in various urban and rural settings, there are a number of sites that should prove suitable for locating the maintenance yard, and we are ready to work with the California High-Speed Rail Authority to identify the optimum site.

As a strong supporter of high-speed rail service for the San Joaquin Valley, Fresno County has been and will continue to be active in the development of the California High-Speed Rail plan. I can also assure you that our County's cities and communities are in full support of our efforts to bring high-speed rail operations, including the maintenance yard, to Fresno County.

We look forward to working with you to develop a high-speed rail plan that benefits all residents of the State. We strongly believe that a Fresno County-based maintenance yard would be mutually advantageous to California High-Speed Rail and Fresno County. Thank you in advance for your attention to this request. If you have any questions or need additional information, please contact Lynn Gorman of our Planning & Resource Management Department at (559) 262-4091.

Sincerely,

Bob Waterston, Chairman
Fresno County Board of Supervisors

cc: Governor Gray Davis
Fresno County Legislative Delegation
Fresno County Board of Supervisors
Bart Bohn County Administrative Officer
Alan Autry, Mayor, City of Fresno
BTH Secretary Maria Contreras-Sweet
Mehdi Morshed, Executive Director, California High Speed Rail Authority
Carrie Pourvahidi, Deputy Director, California High Speed Rail Authority

January 29, 2002

Mr. Mehdi Morshed, Executive Director,
California High-Speed Rail Authority,
925 L Street, Suite 1425,
Sacramento, CA 95814.

Carrie.

Respond

*Response
Sent
2/1/02*

Dear Mr. Morshed;

This is Alfred Palumbo, the loan consultant from Fresno. I have not heard very much on the High-Speed Rail project lately, and would like to get an update as to what direction this project is heading. I still have the draft report of 2000 but I just need a status letter.

My private money sources want to look at this. I would truly appreciate if I can obtain this crucial information at your earliest convenience.

Sincerely,

Alfred Palumbo

Alfred "Al" Palumbo
AP Financial,
4402 E. Norwich Ave.,
Fresno, CA 93726-2644
(559) 227-0710.

DRAFT

February 7, 2002

Alfred Palumbo
AP Financial
4402 E. Norwich Ave.
Fresno, CA 93726-2644

Dear Mr. Palumbo;

Thank you for your interest in the California High-Speed Rail project. Over the past year the Authority began the preparation of the program-level Environmental Impact Report (EIR)/Environmental Statement (EIS) for a 700-mile high-speed train system serving Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County and San Diego. The Authority is the lead state agency for the state EIR, and the Federal Railroad Administration (FRA) is the lead federal agency for the federal EIS. The Authority and the FRA have jointly completed a scoping process and have evaluated numerous options for routes and stations.

In November 2001 the Authority approved staff recommendations for the first screening of alternatives for the Bay Area, Los Angeles-Sylmar, Los Angeles-Inland Empire-San Diego, and Los Angeles-Orange County-San Diego regions including the "Confirmation of Previous Decisions" Appendix "A" to the report. Additionally the Authority eliminated the Maglev technology from further investigation since it would prohibit direct high-speed train service to San Francisco, SFO and the San Francisco Peninsula. Maglev would also eliminate the potential use of the Los Angeles-San Diego (LOSSAN) rail alignment for a direct connection between LA Union Station and Orange County. From Irvine to San Diego, only non-electrified steel-wheel-on-steel-rail high-speed train technology will be further investigated – the I-15 corridor via the Inland Empire will provide direct, "electrified" high-speed train service from San Diego to Central and Northern California.

In January 2002, the Authority approved staff recommendations for the first screening of alternatives for the Sacramento-Bakersfield region. The Authority also approved revised staff recommendations for the Los Angeles Union Station to Los Angeles International Airport segment; the Mira Mesa to San Diego segment; and the mountain crossings in the San Jose-Merced and Bakersfield-Sylmar segments.

Mr. Alfred Palumbo
February 7, 2002
Page 2 of 2

The approval of the First Screening Reports is a major milestone in the program-level EIR/EIS process. The Authority has greatly reduced the number of alignments, station locations and types of high-speed trains to be further investigated.

In a show of support for the high-speed train project Governor Davis proposed \$8.46 million in the 2002-03 fiscal year for the Authority, which combined with the \$1.25 million in a federal appropriation the Authority received, makes it possible for the Authority to prepare the draft program EIR/EIS by June 30, 2003.

I have enclosed a copy of the staff recommendations that were approved by the Authority for the Sacramento-Bakersfield corridor. This information as well as other reports are available on the Authority's website www.cahighspeedrail.ca.gov. If you need any additional information or have any questions please contact Carrie Pourvahidi at (916) 324-1541.

Once again thank you for your interest in the high-speed train project.

Sincerely,

Mehdi Morshed
Executive Director

Enclosure